

Decision No. 47269

ORIGINAL

BEFORE THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA

In the Matter of the Application of)	
KEY SYSTEM TRANSIT LINES, a corporation,)	
for authority to reroute a portion of)	Application No. 33433
its No. 67 Spruce Street passenger stage)	
line in the City of Berkeley, State of)	
California.)	

O P I N I O N

Applicant operates its No. 67 Spruce Street line between the City of El Cerrito and the City of Berkeley under Commission authority as a part of a unified transportation system in various communities in the East Bay area in the County of Alameda and the County of Contra Costa and between said counties and the City and County of San Francisco.

By the present application, Key System proposes to operate its No. 67 Spruce Street passenger stage line over its present route from El Cerrito to the intersection of Josephine Street and The Alameda, thence via The Alameda, Grove Street and University Avenue to the intersection of Shattuck and University Avenues, discontinuing that portion of its route on Josephine Street, Rose Street, Sutter Street and Shattuck Avenue between the intersection of The Alameda and Josephine Street and the intersection of Shattuck and University Avenues.

By Decision No. 46792, dated February 26, 1952, in Application No. 33087, applicant was authorized to reroute this No. 67 line along Josephine Street and Rose Street in lieu of The Alameda and

(1) Decision No. 27183, dated June 29, 1934, in Application No. 19502 and Decision No. 28206, dated September 3, 1935, Decision No. 30981, dated June 13, 1938, Decision No. 35409, dated May 26, 1942, Decision No. 36144 dated February 2, 1943, Decision No. 36195, dated February 23, 1943, Decision No. 37275, dated August 8, 1944, and Decision No. 40742, dated September 23, 1947, all in Supplemental Applications to said Application No. 19502, and Decision No. 46792, dated February 26, 1952, in Application No. 33087.

Grove Street to avoid a left-hand turn at the intersection of Grove and Rose Streets. This change was requested by the City of Berkeley. The present application now requests authority for additional re-routing in order to eliminate objections raised by residents along Josephine Street. The Berkeley City Council in its Resolution No. 33,515-N.S., dated March 11, 1952, has requested and approved the routing set forth in the current application.

The portion of the No. 67 route along Shattuck Avenue to be abandoned is presently served by the "F" Transbay Rail Line which provides frequent local service along this street. The present No. 67 route along Josephine Street is only one block from Grove Street, so that little inconvenience will result from moving this portion of the route on to the main arterial, Grove Street.

The request appears to be in the public interest and will be granted by amending the route description contained in subparagraph (2) of ordering paragraph III of Decision No. 37275, dated August 8, 1944, in 73rd Supplemental Application No. 19502. The ordering paragraph (1) contained in Decision No. 46792 of Application No. 33087 will be revoked. A public hearing is not necessary.

ORDER

Application having been filed, and the Commission being fully advised in the premises and finding the request to be in the public interest,

IT IS ORDERED:

(1) That ordering paragraph (1) of Decision No. 46792 in Application No. 33087 containing the route description is hereby revoked and annulled.

(2) That the route description of subparagraph (2) of ordering paragraph III of Decision No. 37275, dated August 8, 1944, in the 73rd Supplemental Application No. 19502 be, and it hereby is, amended to read as follows:

Commencing at the Intersection of San Pablo Avenue and Stockton Avenue, along Stockton Avenue to Albemarle Street, along Albemarle Street to Fairmount Avenue, along Fairmount Avenue to Colusa Avenue, along Colusa Avenue to Tacoma Avenue, along Tacoma Avenue to The Alameda, along The Alameda to Grove Street, along Grove Street to University Avenue, along University Avenue to Oxford Street, along Oxford Street to Rose Street, along Rose Street to Spruce Street, along Spruce Street to Vassar Avenue, along Vassar Avenue to Kentucky Avenue, along Kentucky Avenue to Maryland Avenue, along Maryland Avenue to Vermont Avenue, along Vermont Avenue to Colorado Avenue, along Colorado Avenue to Boynton Avenue, along Boynton Avenue to Florida Avenue, along Florida Avenue to Santa Barbara Road, along Santa Barbara Road to Spruce Street, and return via the rest of the previously described route; with an alternate route for that portion along Vassar between Spruce Street and Kentucky Avenue, extending from the intersection of Spruce Street and Vassar Avenue, along Spruce Street to Grizzly Peak Boulevard, along Grizzly Peak Boulevard to Beloit Avenue, along Beloit Avenue to Purdue Avenue, along Purdue Avenue to Kenyon Avenue, along Kenyon Avenue to Trinity Avenue, along Trinity Avenue to Beloit Avenue, along Beloit Avenue to Cambridge Avenue, along Cambridge Avenue to Yale Avenue, along Yale Avenue to Vassar Avenue, along Vassar Avenue to Kentucky Avenue.

(3) That except as herein amended and as supplemented by Decision No. 40742, dated September 23, 1947, in Application No. 19502, 108th Supplemental, said Decision No. 37275 shall remain in full force and effect.

(4) That applicant shall give prior notification to the public of the change herein authorized by posting adequate notice thereof along said No. 67 Spruce Street Line, at its terminals, and

on the buses operated over said line for not less than five (5) days.

The effective date of this order shall be twenty (20) days after the date hereof.

Dated at San Francisco, California, this 17th day of June, 1952.

[Signature] President
Justin F. O'Connell
Harold J. Kelly
Samuel Patten
W. L. Russell Commissioners